

MIGHTY FLEET IN A BLOCKADE.

Uncle Sam's Powerful
Squadron Assembling
at Charleston.

FIVE SHIPS NOW POSTED.

Battle Ships, Monitors, Cruisers
and Torpedo Boats to Take
Part in Manoeuvres.

WORK WILL BE DONE AT NIGHT.

Swift Torpedo Boats to Try to Dodge
by the Larger Vessels—Search
Lights are to Be
Used.

Charleston Blockading Fleet.

- Battle Ships.**
INDIANA
MASSACHUSETTS
MAINE
- Cruisers.**
NEW YORK, Flagship.
MONTMERY
NEWARK
MARLBOROUGH
KALEIGH
MONTGOMERY
- Monitors.**
PURITAN
TELLER
AMPHITRITE
- Dynamite Cruiser.**
VESUVIUS
- Torpedo Boats.**
ERICKSON
CUSHING
- Dispatch Boats.**
DOLPHIN
FERN

Charleston, S. C., Feb. 9.—Five of the ships of the North Atlantic Squadron have taken up their positions for the blockade of the port of Charleston. Admiral Bunce has posted those of his ships which have arrived in a line to the south and westward of the lightship off the jetties.

The cruiser Marblehead is the nearest to the harbor entrance, and guards the main or swash channel, which she can sweep with her search lights and guns. Further to the southwest, a full mile and a half away, the big battle ship Maine rides at anchor. A mile further down the coast and guarding what is known as the Pumpkin Hill channel, is the flagship New York. Beyond her, and another mile to the southwest, is the monitor Amphitrite, which guards the new Pumpkin Hill channel, through which there is nine feet of water. The Columbia is far to the southward, some three miles off Folly Island and guarding the old main channel, through which there is twelve feet of water.

It is expected that when the battle ships Indiana and Massachusetts, the monitors Puritan and Terror and the cruisers Raleigh, Montgomery and Newark arrive they will take up their positions to the northward and guard the beach channel and all that portion of the shore off Sullivan's Island. The Dolphin, which sailed to-day to the southward, will return and join the squadron.

Three Swift Blockade Runners.
The dynamite cruiser Vesuvius and the torpedo boats Cushing and Erickson are expected here within a day or two, and they will be the blockade runners.

Local pilots are greatly excited over the blockade. Each one is anxious to get the opportunity to take out a runner and successfully pilot her through the narrow windings and shallow channels which lead over the bar.

All of the blockading ships will use their search lights at night, and if one of them makes out a torpedo boat within a certain distance, a gun will be fired and the smaller craft must consider itself captured. It will be permitted to return to the harbor and make other attempts to steal its way past the warships.

All of these manoeuvres will be under cover of darkness. The blockade runner will steal out of port and pick its way carefully through one of the channels until it is off the bar. Then it will try to pass between the ships of the blockading fleet without being seen and gain the open sea. It is reported here that the Vesuvius and the torpedo boats will try to pass into the harbor upon their arrival without being seen by the ships of the fleet and thus steal a march on them.

Favorite Channel for Runners.
The favorite channel with the old runners was that which led under the guns of Fort Moultrie. It was one of the main ship channels. Now it is known as the beach channel, and the building of the jetties has reduced the depth of water across

it to about twelve feet. It leads out from Rebellions Roads to the open sea. Admiral Bunce has not yet announced when the manoeuvres are to begin, as he is awaiting the arrival of other ships. The ships passed the day making repairs after the storm and in overhauling the engines and other machinery.

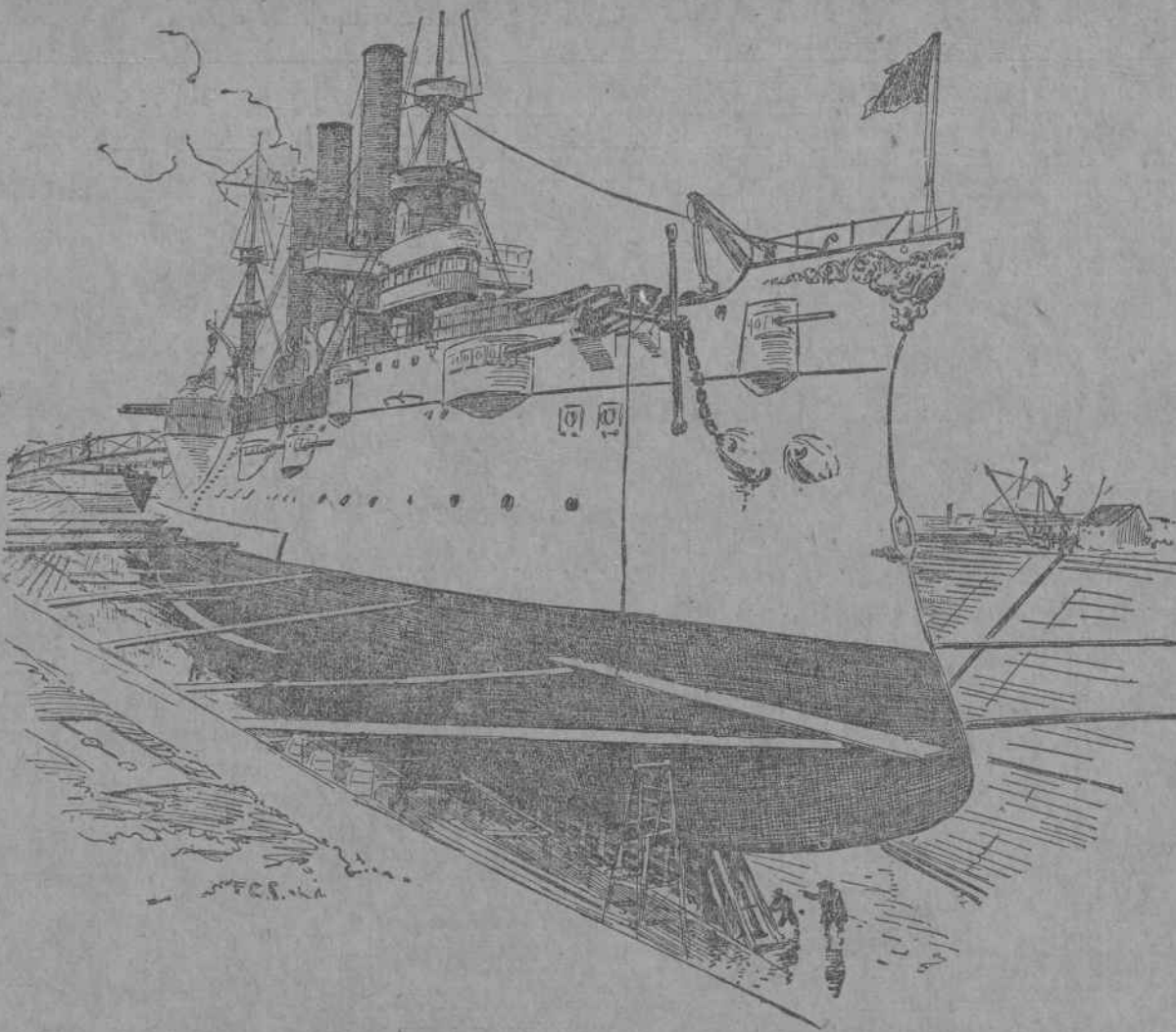
The cruiser Marblehead, which was anchored off the South Battery to-day, sent three men, who were injured on board during Saturday's gale, ashore to the Marine Hospital. J. D. Ryan, blacksmith, right knee injured, John J. Hickey, plumber, scalp wound and knee injured; Alfred Felder, apprentice, first class, foot cut; Andrew Anderson, seaman, nose fractured and wound on forehead; Herbert C. Osborne, shipwright, small bone in right leg broken; Frederick C. Potter, carpenter's mate, ankle sprained; Herbert Lamar, fireman on the Fern, also at hospital suffering from badly lacerated wound on right leg.

Naval Men to Have a Banquet.
Charleston people are making great preparations for the reception of the ships when they enter the harbor after the blockade. The Chamber of Commerce met to-day and arranged for a banquet the night of February 18, at which the Governor of South Carolina, members of the General Assembly, the Mayor and prominent citizens of Charleston are to entertain Secretary of the Navy Herbert, Rear Admiral Bunce and the commanding officers of his squadron.

The officers will also be entertained at the Charleston Yacht Club, and a ball will be given in their honor. They are to be taken on excursions about the city and harbor and up the Ashley River. Hotels are filling up with people from the North and from the interior cities of the South, all intent upon seeing the blockade and the ships. It is believed that thousands of visitors will be here. When all the entertainment is over, Admiral Bunce will sail back with his ships to the drill ground, off the Cape of the Chesapeake, and manoeuvre his vessels back and forth until March.

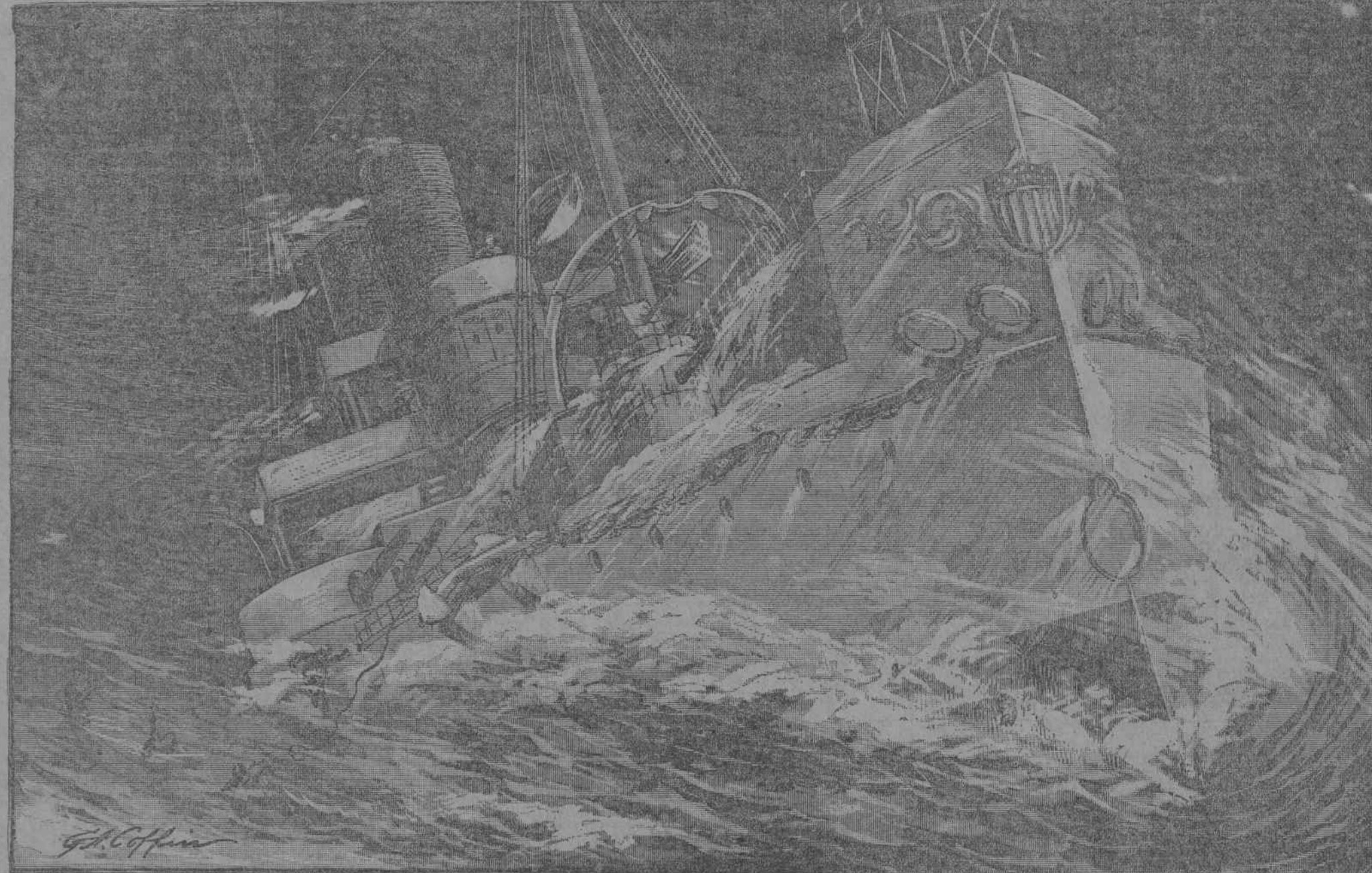
No Report of Damages.
Washington, Feb. 9.—There can only be a rough estimate of the damage which has been wrought during the trip to Charleston to the vessels of the North Atlantic Squadron. The commander of the squadron has sent no detailed report of the accidents and the condition of the ships, and no advice as have come being the merest mention of arrival. It is expected that the complete report will be forwarded by mail, followed in a day or two with a detailed account of the damage which has been sustained.

There was some talk to-day in the Navy Department of a court of inquiry for Admiral Bunce. In the absence of anything specific from Admiral Bunce it is premature to more than repeat the current rumor, not unlikely, however, that the department



CRUISER BROOKLYN IN DRY DOCK AT PHILADELPHIA.

The big war ship, which recently struck rocks in the Delaware River at Marcus Hook, will be repaired by the Cramps. The damage she sustained is thought to be greater than was first supposed.



BATTLE SHIP MAINE IN THE STORM OF LAST WEEK.

will inquire into the circumstances surrounding the latest trip of the fleet, and it is equally certain that Admiral Bunce will have him of the stigma of carelessness or recklessness.

There has been a close inquiry into the reasons which impelled Captain Henry C. Taylor, of the Indiana, to turn back to Hampton Roads while on his way with the fleet. A consultation was had between Naval Constructors Nicholson and Taylor

and Assistant Secretary McAdoo. Taylor's reports were read and discussed, and the result of the conference was the sending of a dispatch to the Indiana's commander directing him to proceed to sea without delay. It is said in the Navy Department that Captain Taylor realized that he made a mistake in turning back, and that there was no justification for the action. He was, however, influenced by officers whose duty was connected with the turret, and he naturally depended upon these advisers as knowing whereof they spoke.

Machine Explodes, Doing No Harm.
Kington, Jamaica, Feb. 3.—An infernal machine was exploded on the track of the Jamaica Railway last Saturday. The explosion took place under an engine, but did no damage. Another machine was found near by. The newspapers, previous to the explosion, received letters stating that the railway would be destroyed. New York men own the railway.

Anheuser-Busch Brewing Ass'n.
recommends the use of the greatest of all tonics, "Malt-Nutrient," and guarantees the results claimed for it. For sale by all druggists.—Adv.

Street Railway Extensions.

Albany, Feb. 9.—Certificates of extension of route were filed with the Secretary of State to-day by New York City street surface railroads as follows: Third Avenue Railroad Company, on Pleasant avenue, on One Hundred and Forty-fifth street, and on Ninety-ninth street; the Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Company, on Pleasant avenue, on Ninety-sixth street, on Seventy-ninth street, on Sixty-sixth street, and on Lenox avenue.

Carlisle Coming to New York.

Louisville, Ky., Feb. 9.—According to a dispatch from Washington, Secretary of the Treasury Carlisle has definitely decided to locate in New York City.

Manitoba Farmers Demand That the Dominion's Protective Tariff Be Obliterated.

CARACAS IN A FERMENT AGAIN.

Michelena's Charge of Conspiracy Rouses Venezuela's Capital.

OLNEY BITTERLY ACCUSED.

The Boundary Treaty, the Former
Minister Declares, Helps
England.

RATIFICATION IS JEOPARDIZED.

Fierce Attack Comes Just Before Congress Is to Assemble—Rojas Paul Out for the Presidency.

By W. Nephew King.

(Copyright, 1897, by W. R. Hearst.)
Caracas, Venezuela, Feb. 9.—Venezuela's capital is again worked up to a high pitch of excitement over the Guiana boundary treaty.

The moving spirit is the same statesman, Senor Tomas Michelena, who attracted international notice by a sensational attack on the treaty when its terms were first made known to the world in the columns of the New York Journal.

Michelena an Authority.

Having been Venezuela's Minister at the court of St. James when diplomatic relations with Great Britain, never since resumed, were broken off by reason of the boundary question, Senor Michelena is regarded by the Venezuelan public as one of the highest authorities on the subject. Certainly the country boasts no one who has been more jealous of its "sovereignty" in the matter than he.

The method of his present attack on the arbitration agreement is also a letter, published to-day. In it he flatly accuses Lord Salisbury and Secretary of State Olney of conspiring to render void the report of the high commission which President Cleveland appointed a year ago to investigate the boundary question.

Chamberlain's Fine Hand.

Senor Michelena declares that the " bargain" was consummated during the recent visit of Joseph Chamberlain, British Secretary of State for the Colonies, to the United States.

It becoming apparent that the report of the Commission would be favorable to Venezuela, he goes on to say, Salisbury lost no time in trying to save England from the impending dilemma and found a ready ally in Olney, whose diplomacy Michelena describes as "Tory English."

The public feeling that the letter has created is particularly significant, the opening of the Congress which is to deal with the treaty being less than two weeks off.

Rojas Paul a Candidate.

A mass-meeting of workmen in Washington Square yesterday to nominate a candidate for the Presidency was broken up by cries of "Viva Rojas Paul." Confusion that nearly ended in riot resulted from the attempt to stampede the meeting in behalf of Rojas Paul, one of the bitterest enemies of President Crespo. It is understood that he will run in opposition to whatever candidate the administration may put forward.

FOR FREE TRADE WITH US.

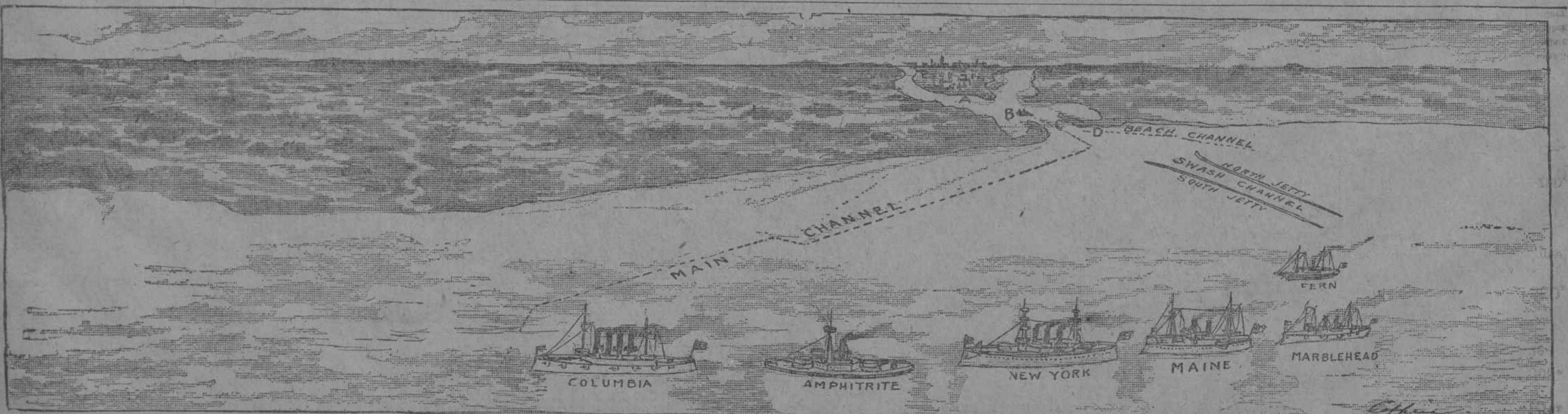
Manitoba Farmers Demand That the Dominion's Protective Tariff Be Obliterated.

Winnipeg, Man., Feb. 9.—The Dominion Tariff Commissioners arrived here from Ottawa and opened the tariff inquiry yesterday.

A large delegation of farmers from all parts of the Canadian Northwest and Manitoba demanded that the tariff wall against the United States be obliterated and the national policy of protection abolished. They urged that American agricultural implements, American wagons, coal oil and all articles of necessity to settlers be admitted free from the United States.

They favored a policy of reciprocity, but if the United States would not reciprocate they wanted the high tariff wall taken down anyway.

The popularity of Salvation Oil is not waning when we hear of its many cures.—Adv.



CITY AND HARBOR OF CHARLESTON, WHERE THE BLOCKADING FLEET WILL MANOEUVRE.